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State Business, Transportation
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Lawrence D. Dahms
Executive Director

William F. Hein
Deputy Executive Director

BAY BRIDGE DESIGN TASK FORCE
Wednesday, Feb. 11, 1998
1 p.m.
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

FINAL AGENDA

1. Welcome and introductions - Mary King, Chair
2. Schedule for 30% Design Process - Steve Heminger, MTC*
3. Introduction of joint venture design team, T. Y. Lin International and Moffatt & Nichol - Brian Maroney and Denis Mulligan, Caltrans
4. Update on proposed bike/pedestrian access on new eastern span of Bay Bridge - Brian Maroney and Denis Mulligan, Caltrans
5. Update on Transbay Terminal - Ann Flemer, MTC*
6. Other Business/Public Comment

* Attachment sent to members, key staff, and others as appropriate. Copies available at meeting.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

Transit Access to MTC: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at MTC: Metered parking is available on the street. No public parking is provided.

**Bay Bridge Design Selection Schedule
July 1997 to June 1998 (Revised)**

Organization	Date	Action
MTC	July 30, 1997 (Wednesday)	1. Endorses Engineering and Design Advisory Panel (EDAP) recommendations 2. Selects northern adjacent alignment ¹
Caltrans	August-December 1997	Design teams contract selection process ²
Caltrans	January 1998	Award of design contract
Caltrans and Design Teams ³	January-June 1998	1. 30% design of a cable-stay/viaduct bridge 2. 30% design of a self-anchored suspension/viaduct bridge 3. Cost estimates for 1 and 2
EDAP Chair and Vice-Chair ⁴	January 26, 1998 (Monday)	Explanation of EDAP recommendations to design teams
Bay Bridge Design Task Force (BBDTF)	February 11, 1998 (Wednesday)	Introduction of design teams; continued discussion of bridge "amenities" with additional monthly meetings as necessary
Caltrans and Design Teams ⁵	March 2, 1998 (Monday)	Review of alternative design approaches with EDAP
Caltrans and Design Teams ⁶	May 18, 1998 (Monday)	Presentation of designs and cost estimates to EDAP
EDAP	May 29, 1998 (Friday)	Formulate recommendation for BBDTF
BBDTF	June 10, 1998 (Wednesday)	Public Hearing to review design alternatives and EDAP recommendation
Bay Conservation and Development Commission (BCDC)	June 18, 1998 (Thursday)	Hearing and vote on policy issues of concern to BCDC
BBDTF	June 22, 1998 (Monday)	1. Review design, cost and EDAP recommendation 2. Prepare recommendation to MTC
MTC	June 24, 1998 (Wednesday)	Adopt recommendation to Caltrans on bridge design and "amenities", and act on toll surcharge extension

See footnotes attached.

Also BB mtg. on 4/8
from 1-5 pm and 5/13
from 1-5 pm

**Bay Bridge Design Selection Schedule
July 1997 to June 1998 (Revised)**

Footnotes

- ¹ Based on Caltrans assurance that a lifeline bridge can be constructed on the northern adjacent alignment, that fewer land use conflicts exist on the northern alignment, that vistas and "gateway to Oakland" are enhanced on the northern alignment and that more flexibility is available to design and build a cable supported span in the northern rather than the southern alignment.
- ² Based on a design team selection process of five months including a review of consultant selection criteria and scope of work by staff of MTC, BCDC and the Chair and Vice Chair of EDAP. Initial Caltrans estimate of three-month selection process was exceeded due to potential litigation by Caltrans engineers union.
- ³ Based on the following assumptions:
 - a) two design teams will be selected, one to design the best cable stay/viaduct combined structure, the other the best self-anchored suspension/viaduct combination
 - b) all designs will be carried to an approximate 30% level with early reviews by a reconstituted EDAP
 - c) Caltrans is responsible for the "base case" viaduct.
- ⁴ At this stage EDAP will have been restructured to eliminate members of the selected design teams. The standing of the restructured EDAP as advisor to Caltrans, BCDC and MTC is to be reinforced in this early dialogue between the chair and vice-chair and the design teams. The chair and vice-chair will represent EDAP in the early development of design options by the design teams.
- ⁵ This is intended to be the milestone where design alternatives are presented by the design team and where there remains sufficient flexibility for substantial revision if EDAP is not satisfied with the design direction.
- ⁶ The approximate 30% designs together with baseline and signature bridge estimates are to be presented for final review by EDAP.

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

DATE: February 11, 1998

M E M O

TO: MTC Bay Bridge Design Task Force

FROM: Victoria Eisen^{VR}, Chair, Bay Bridge Bicycle/Pedestrian Advisory Committee

RE: **PATHWAY DESIGN AND IMPLEMENTATION REPORT**

This memo contains an update on the status of designs and plans for a bicycle / pedestrian pathway on the Bay Bridge.

Who is the Bay Bridge Bicycle/Pedestrian Advisory Committee?

We are Caltrans' advisory committee on the design of the proposed Bay Bridge pathway. The committee comprises representatives of the Regional Bicycle Advisory Committee, East Bay Area Trails Council, East Bay Bicycle Coalition, San Francisco Bicycle Coalition, Bike the Bridge! Coalition, Bicycle-Friendly Berkeley Coalition, California Bicycle Advocates, Stanford University Bicycle Program, the Bay Area Air Quality Management District and the Association of Bay Area Governments/Bay Trail Project.

East Span Update

Over the past few months, our committee has met with Caltrans to refine a pathway design proposal for the east span (attached). We are scheduled to meet with the bridge design team next week and throughout the 30% design process.

West Span Update

In an effort to help create a comprehensive and widely used commute, tourist and recreational facility, the Bay Bridge Bicycle/Pedestrian Advisory Committee is also conducting a parallel effort advocating for a pathway on the west span of the bridge.

As you may know, Caltrans has developed a preliminary design and cost estimate for a pathway to be added to the west span of the bridge. This design is not to the point that the 30% east span designs will be. Caltrans does not plan to refine the design until the project is funded and/or included in the RTP or some other plan.

Toward that end, Assemblymember Migden is planning to introduce legislation that would allow a west span pathway to be eligible for toll increase funding. In addition, the San Francisco Transportation Authority's Citizens' Advisory Committee has recommended that the Authority include the project in San Francisco's RTP Track 2 submittal to MTC.

Thank you for giving our committee the opportunity to discuss our interest in providing shore-to-shore bicycle, pedestrian and wheelchair access across the Bay Bridge. We will continue to keep you apprised as these projects develop.



Bay Bridge Bicycle/Pedestrian Advisory Committee Shore-to-Shore Pathway Design Proposal

The Bay Bridge Bicycle/Pedestrian Advisory Committee comprises representatives of the Regional Bicycle Advisory Committee, East Bay Area Trails Council, East Bay Bicycle Coalition, San Francisco Bicycle Coalition, Bike the Bridge! Coalition, Bicycle-Friendly Berkeley Coalition, California Bicycle Advocates, Stanford University Bicycle Program, the Bay Area Air Quality Management District and the Association of Bay Area Governments/Bay Trail Project.

The Committee's goal is a shore-to-shore bicycle and pedestrian pathway that comfortably links Oakland with Treasure Island and San Francisco. This can be accomplished by including the pathway in the design of the new East Span, and incorporating the pathway in the seismic retrofit of the existing West Span. The proposed design components listed below include concepts we advocate incorporating in the design of the new East Span. All proposals should meet Caltrans Highway Design Manual standards whenever possible.

1. **Location:** South side, assuming the pathway is at or slightly above (like the Golden Gate Bridge) deck level. (North side would have the negative effect of placing the path adjacent to accelerating motor vehicles.)
2. **Level:** Primary considerations should be noise, air quality, personal security, views and cost (not necessarily in that order). Headlight glare, debris and drainage are also important considerations.
3. **Facility Type:** Class I, separated from motor vehicle traffic by barrier or difference in level.
4. **Direction:** Two-way with centerline.
5. **Users:** Multi-use (bicyclists, pedestrians, wheelchair users, other non-motorized users, electric motorized bicycles, mopeds and path maintenance vehicles).
6. **Width:** 12-foot wide preference, 10-foot wide minimum, depending on cost. Also, consider wider at ends and at other pedestrian congestion points.
7. **Signage and Striping:** Liberal use to separate by direction, speed and mode (i.e., pedestrian and wheeled traffic).
8. **Oakland Approach:** From Bay Trail to frontage road south of and adjacent to I-80 bridge approach, past proposed East Bay Regional Park District park.
9. **Treasure Island/Yerba Buena Island link:** Connections to Treasure Island and a possible West Span pathway are essential.
10. **Grade:** 5% (1:20) maximum grade with consistent grades preferred; 8% (1:12) maximum grade per ADA, with resting areas.
11. **Curves:** Gentle, good sight lines.
12. **Other Features:** Lighting, call boxes for motorists and path users, benches, viewing and resting areas, and pathway maintenance vehicles. Drinking fountains and telephones at each end of the span.

We look forward to the opportunity to discuss cost/benefit trade-offs and creative design options with the design team at strategic points throughout the design process.



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Memorandum

TO: Bay Bridge Design Task Force

DATE: 2/11/98

FR: Executive Director

RE: Update on Transbay Terminal Project

This memorandum provides an update on the discussions regarding the transbay terminal in downtown San Francisco. Since the Task Force's last meeting, the staffs of MTC, Caltrans, the City of San Francisco and the transit operators that use the terminal facility (TBT Working Group) have met to discuss Caltrans' proposals to seismically retrofit the terminal and the terminal ramps and the long term alternatives for the terminal facility.

Caltrans' Proposed Seismic Improvement Projects Impacting the Transbay Terminal

A. Building Retrofit

In November, 1997, the MTC Commission approved Caltrans' request for \$13 million in bridge toll funds to seismically retrofit the existing terminal building. Caltrans has begun to notify the non-transit tenants of the Transbay Terminal that they have 90 days to vacate the terminal due to the seismic retrofit of the building. The retrofit project will be administered by the State Architect's Office. Project construction is expected to begin in May, 1998. Caltrans has agreed to provide regular updates to the TBT Working Group through the final design and construction of the building retrofit.

B. Impact of the West Approach Seismic Project on Eastern Terminal Ramp and Two-way Operation on Western Ramp

As part of the seismic retrofit of the west span of the Bay Bridge, Caltrans is proposing to remove the eastern terminal access ramp and seismically strengthen and modify the western ramp for two-way bus access to the terminal.

Given concerns raised about Caltrans' proposal, the TBT Working Group has been reviewing potential alternatives to the demolition of the eastern ramp and has developed a workplan to conduct an operational analysis to determine the impact this proposal would have on current bus operations. The operational analysis will evaluate the feasibility and impact of bus services operating on a two-way west ramp and identify midday bus parking facilities that would be required due to the proposed demolition/closure of the eastern ramp.

MTC, through agreement with AC Transit, will secure consultant services for this planning effort. At its February 11th meeting, MTC's Grant Review & Allocations Committee will consider an allocation of \$30,000 in STA funds for this effort. The analysis is expected to be completed by March 15, 1998 and a report will be made to the Task Force upon its completion. The consultant work will be overseen by the TBT Working Group.

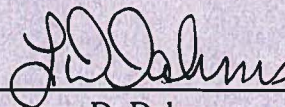
Long-Term Terminal Facility Alternatives

Since the last meeting of the Task Force there have been two actions taken by the City of San Francisco regarding a potential new downtown facility:

- The Mayor of San Francisco has written to Commissioner Sperling (November 26, 1997 letter is attached) that the City of San Francisco has suspended its work on the Environmental Impact Report (EIR) for a new terminal facility. Mayor Brown states in his letter that he is "directing City and Redevelopment Agency staff to suspend further work on the Terminal EIR until regional funding commitments to the construction of the project are assured."
- The City of San Francisco's State Transportation Improvement Program (STIP) request to MTC does not include funding for a new transbay terminal project. The City of San Francisco's original fund program for a new terminal facility anticipated \$10 million from STIP funds.

MTC staff is planning to continue to work with Caltrans, the City of San Francisco and the affected transit operators to evaluate all of the long-term alternatives for a downtown bus facility in San Francisco, including constructing a new terminal facility.

It is our intent to bring a recommendation to the Task Force regarding the short-term and long-term improvements for a terminal facility. These recommendations will coincide with the Task Force's review of the 30% design on the eastern span of the Bay Bridge in the Summer of 1998.

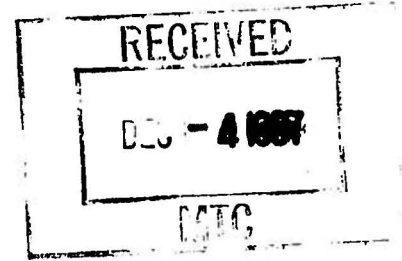


Lawrence D. Dahms

OFFICE OF THE MAYOR
SAN FRANCISCO



WILLIE LEWIS BROWN, JR.



November 26, 1997

James P. Spering
Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Spering:

Over the past several years, the City and County of San Francisco, including my own staff, the Planning Department and the Redevelopment Agency, has expended considerable time and money to resolve various transportation and land use problems associated with the Transbay Terminal. The Metropolitan Transportation Commission is now considering potential funding for the Terminal project.

Until these funding determinations are made, I have concluded that further expenditure of City funds on the Terminal project is unwarranted. Specifically, I am directing City and Redevelopment Agency staff to suspend further work on the Terminal EIR until regional funding commitments to the construction of the project are assured.

I believe that the various studies completed to date provide a solid basis for your Commission's deliberations and for a resolution of this issue resulting both in viable regional transit and a vital urban environment for downtown San Francisco.

Sincerely,

A handwritten signature in dark ink, appearing to read "Willie Brown", with a long horizontal stroke extending to the right.

Willie L. Brown, Jr.
Mayor

c: James B. Morales, SFRA
Gerald Green, Dept. of City Planning
Stuart Sunshine, Mayor's Office



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Memorandum

TO: Engineering and Design Advisory Panel (EDAP)

DATE: January 30, 1998

FR: Steve Heminger

RE: Next Meeting

After a lengthy hiatus, the next meeting of EDAP has been scheduled as follows:

**Monday, March 2, 1998
9:00 a.m. - 12:00 noon
Auditorium
Metropolitan Transportation Commission
101 Eighth Street, Oakland
(Lake Merritt BART station)**

The purpose of the meeting is for EDAP to review different design proposals for the cable-stayed and self-anchored suspension alternatives for the new eastern span of the San Francisco-Oakland Bay Bridge. The proposals will be presented by the joint venture of T.Y. Lin International of San Francisco and Moffatt & Nichol of Long Beach, the design team under contract to Caltrans for this project. You will receive an agenda packet a week prior to the meeting.

Also attached is a schedule of activities for EDAP and MTC's Bay Bridge Design Task Force to complete the 30% design work on the two cable-supported alternatives by June 1998. Please note that there will be at least one additional EDAP meeting on May 18, but there may be other sessions as needed.

I look forward to seeing you on March 2 and to our challenging work together in the months ahead. If you have any questions in the meantime, please do not hesitate to contact me at (510) 464-7810 or Marj Blackwell of my staff at (510) 464-7884.

ROSTER
Engineering and Design Advisory Panel
Bay Bridge Design Task Force

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Canada V7P 2Y4

Note: The Engineering and Design Advisory Panel of the Bay Bridge Design Task Force is comprised of representatives from the following organizations (in some instances serving on more than one panel):

- American Institute of Architects
- American Society of Civil Engineers
- Bay Conservation and Development Commission Design Review Board
- Bay Conservation and Development Commission Engineering Criteria Review Board
- Caltrans Peer Review Panel
- Caltrans San Francisco-Oakland Bay Bridge Review Panel
- Caltrans Seismic Advisory Board
- Structural Engineers Association of Northern California

Bay Bridge Design Task Force

February 11, 1998 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. ROBERT B. PIPER, PhD	SIERRA CLUB	PO Box 94701, Berkeley CA
2. ADE AKINSANYA	Caltrans.	
3. Richard MLYNARIK	TRANSPAT ALLIANCE	436 ALVARADO ST, SF 941
4. Norman Rife	SF Tomorrow	on file
5. Michael Nolan	Self	212 Elsie St. SF 94110
6. Marty Bernard	Self	963 Hillcroft Cir Oakland, CA 94610
7. Jack Robbins	Self	139 Stonewall Dr Berkeley CA 94701
8. Paul Gulbentkian	P.S.I.	430 Turk St, #812 San Francisco, CA 94102
9.		
10.		

PRESS

Bay Bridge Design Task Force

February 11, 1998 - 1:00 p.m.

NAME

REPRESENTING

1. Ronna Abrahamson
R

2. Robert Oakes

3. KQED - FM

4. Dwight Ky - Leath

5.

6.

7.

8.

9.

10.



Organization Chart, Phase I

Caltrans District 59

Contract Manager
Ade Akinsanyna, P.E.

Project Manager
Brian Maroney, Ph.D., P.E.

Project Administrator

Mark Swatta, P.E.

Project Manager

Allen Ely, P.E.

Bridge Design Manager

Rafael Manzanarez, P.E.

Technical Supervisors

Man-Chung Tang, P.E.
Joseph Penzien, P.E.
Chuck Seim, P.E.
Greg Fennes, P.E.
Helmuth Krawinkler, P.E.

SUSPENSION BRIDGE
Herbert Rothman, S.E.
Team Project Engineer

CABLE-STAYED BRIDGE
David Goodyear, S.E.
Team Project Engineer

SKYWAY BRIDGE
Karen Cormier, P.E.
Team Project Engineer

ANALYSIS SUPPORT
Tim Ingham, S.E.
Team Project Engineer

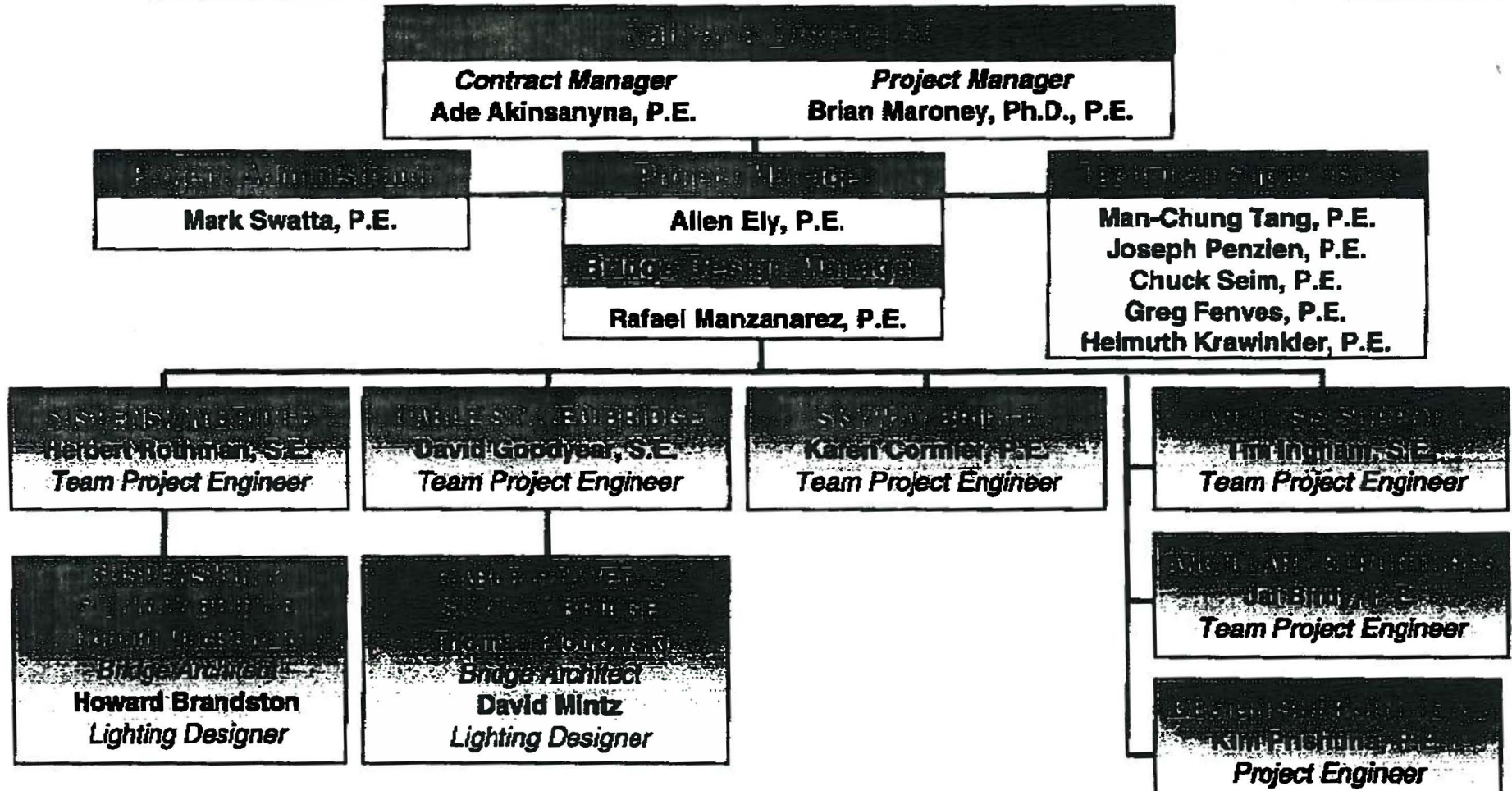
**SUSPENSION &
SKYWAY BRIDGE**
Donald MacDonald
Bridge Architect
Howard Brandston
Lighting Designer

**CABLE-STAYED &
SKYWAY BRIDGE**
Thomas Piotrowski
Bridge Architect
David Mintz
Lighting Designer

ANCILLARY STRUCTURES
Jal Birdy, P.E.
Team Project Engineer

DESIGN SUPPORT TEAM
Kim Prishtina, P.E.
Project Engineer

New East Bay Segment of the San Francisco-Oakland Bay Bridge - 59A0040



Post-It® Fax Note	7671	Date	2/17	# of pages	1
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Co./Dept.		Co.			
Phone #		Phone #	(415) 291-3720		
Fax #	510-460-1012	Fax #			